

8-9-8-1 & 1083 G

SCREW MOTOR TANKER

INGS IN WAY OF OIL TANKS

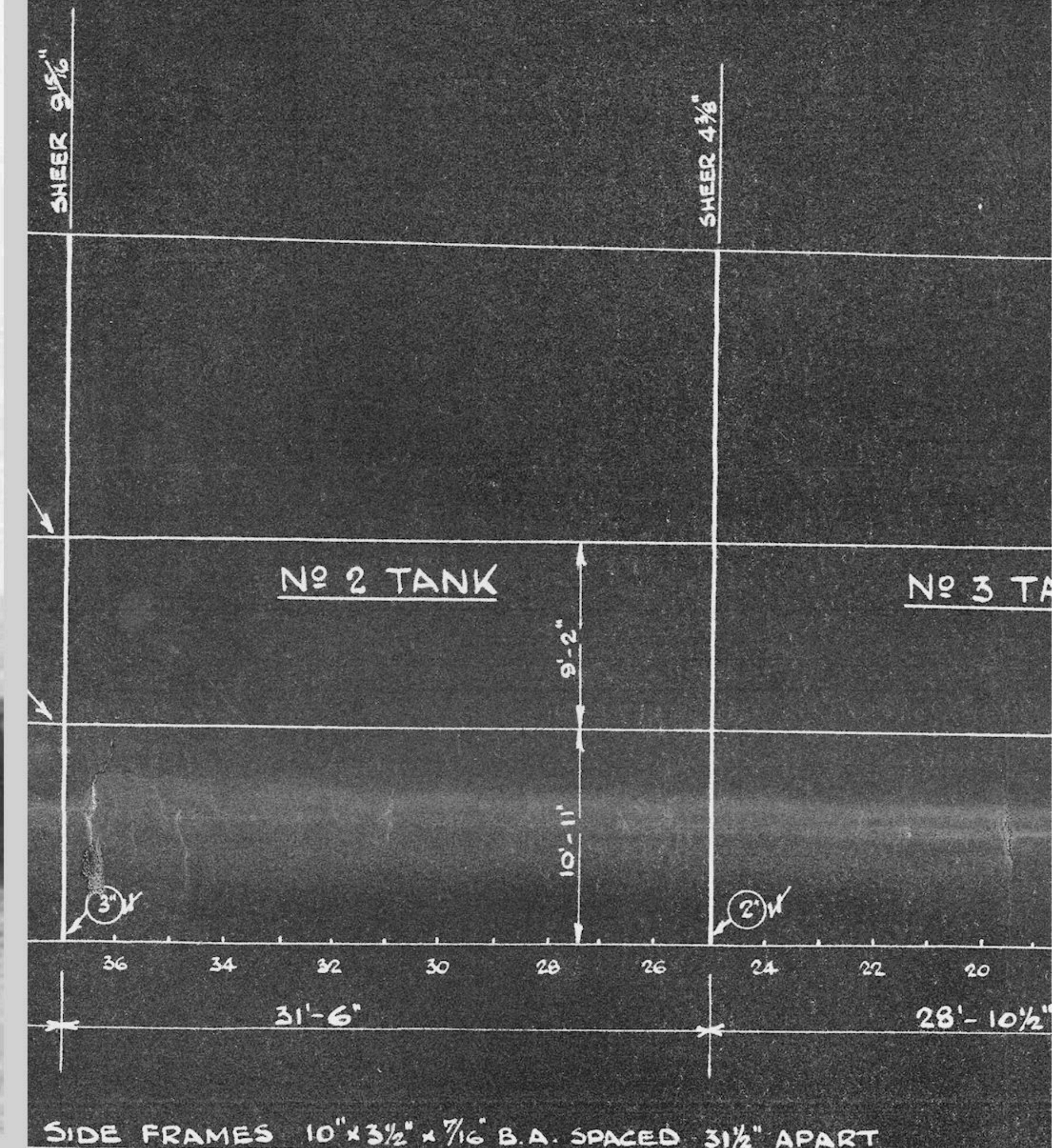
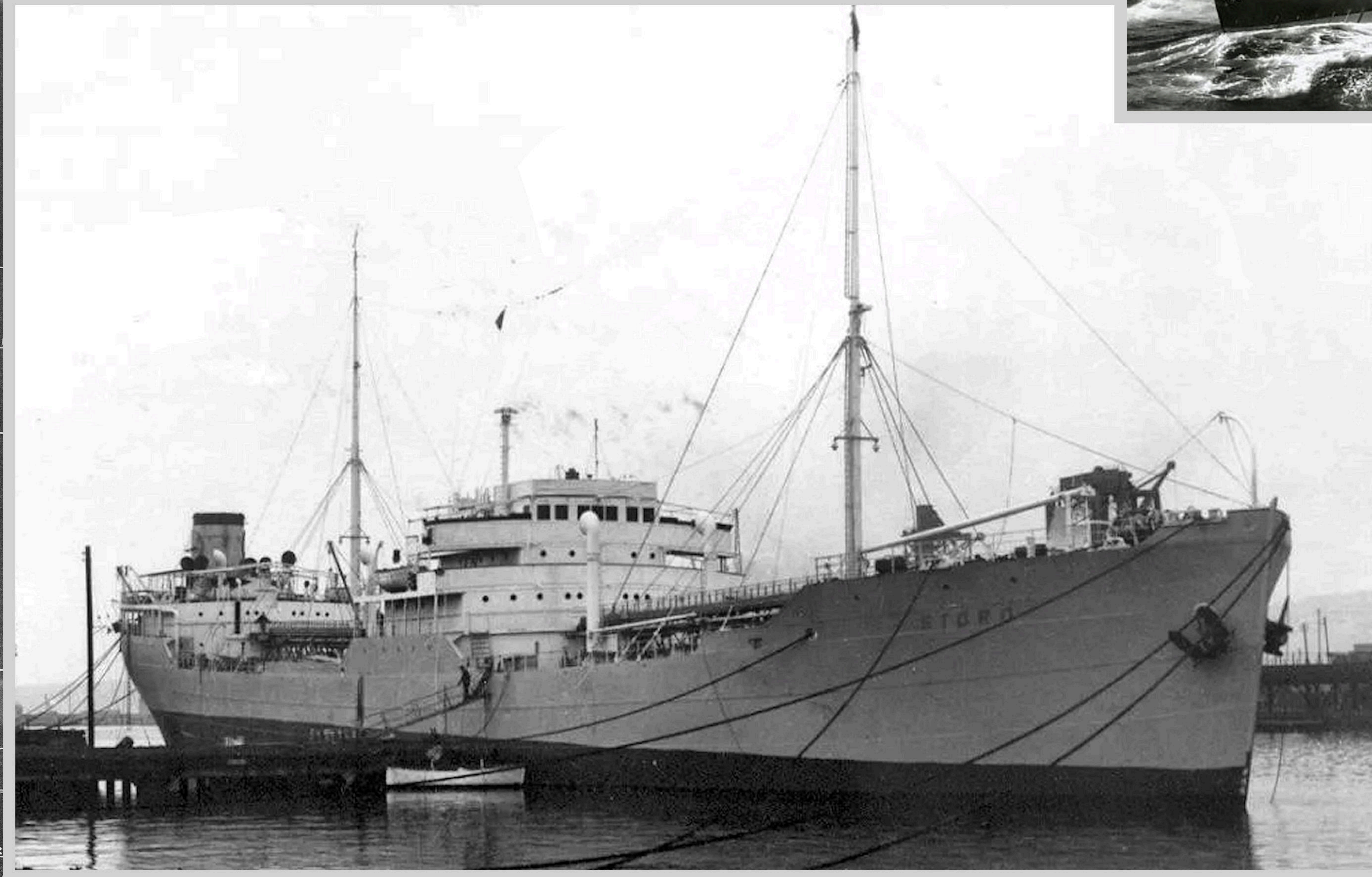
ONS:- 460'-0" B.P. x 59'-0" MLD x 34'-0" MLD

S LLOYDS 100A1* "CARRYING PETROLEUM IN BULK"

IDINAL FRAMING AT BOTTOM AND AT DECK

$\frac{1}{8}$ " = ONE FOOT

B ANGLE SECTIONS ARE N.B.S.



PEAK FRAMES 8" x 3 1/2" x 1/16 B.A. TO 18' BELOW MAIN DECK

FRAMES 10" x 3 1/2" x 1/16 B.A. TO 18' BELOW MAIN DECK

FRAMES 8" x 3 1/2" x 1/16 B.A. SCARPHED 18" TO MAIN FRAMES AND CARRIED ALTERNATELY TO UPPER & POOP DECKS. INTERMEDIATE FRAMES BETWEEN UPPER OK AND POOP DECK 6" x 3 1/2" x 3/8 ANGLE SCARPHED 10 1/2" ON TO MAIN FRAME

FRAMES 10" x 3 1/2" x 1/16 B.A.

FRAMES AT FORE END OF POOP

LONGITUDINAL BULK^D STIFFERS 10" x 3 1/2" x 1/16 B.A. SPACED 31 1/2"

SIDE FRAMES 10" x 3 1/2" x 1/16 B.A. SPACED 31 1/2" APART

N^{os} 1078-9 - 8 - 1 & 1083 G

SINGLE SCREW MOTOR TANKER

SCANTLINGS IN WAY OF OIL TANKS

DIMENSIONS:- 460'-0" B.P. x 59'-0" MLD x 34'-0" MLD

TO CLASS LLOYDS 100A1* "CARRYING PETROLEUM IN BULK" X B-S X BULK OIL CARRIER

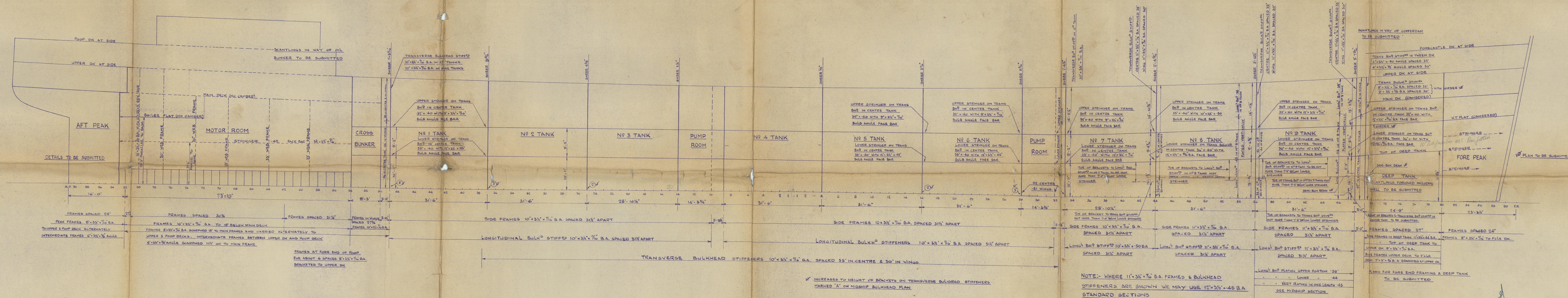
LONGITUDINAL FRAMING AT BOTTOM AND AT DECK

SCALE:- $\frac{1}{8}$ " = ONE FOOT

ALL BULB ANGLE SECTIONS ARE N.B.S.

NOTE:- SCANTLING OF TRANSVERSE BULKHEAD STIFFENERS AND STRINGERS AND THICKNESS OF TRANSVERSE AND LONGITUDINAL BULKHEAD PLATING WHERE NOT OTHERWISE INDICATED TO BE AS APPROVED ON BULKHEAD PLAN AND HULLSHIP SECTION.
BULKHEAD BOUNDARY BARS AS PER RULE.

FIA ARMS OF TRANSVERSE BULKHEAD STRINGER BRACKETS TO LONGITUDINAL BULKHEAD
TO BE SUITABLY INCREASED WHEN STRINGERS ARE INCREASED CLEAR OF MIDSHIPS



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PLAN OF STEEL DECKS.

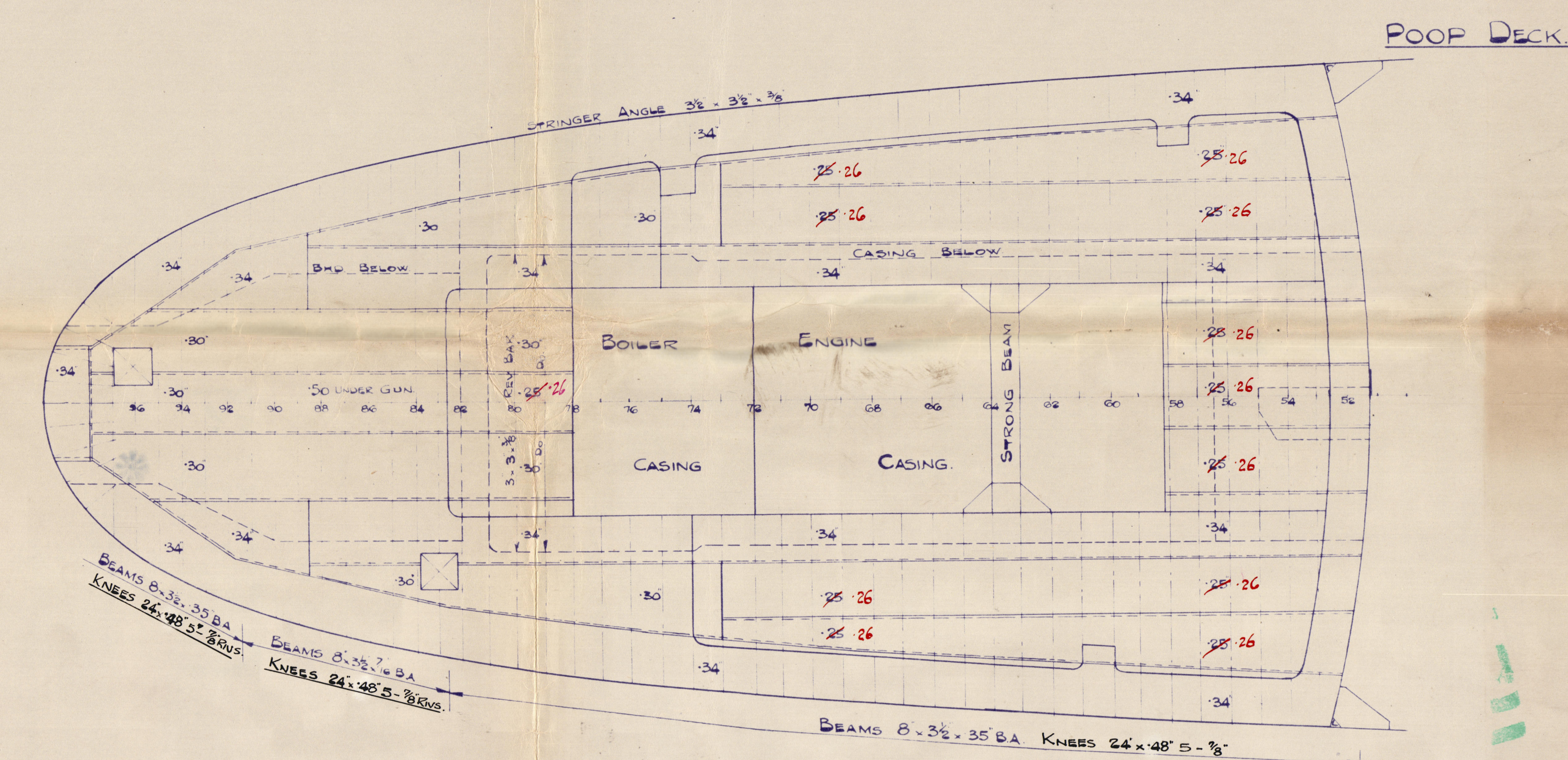
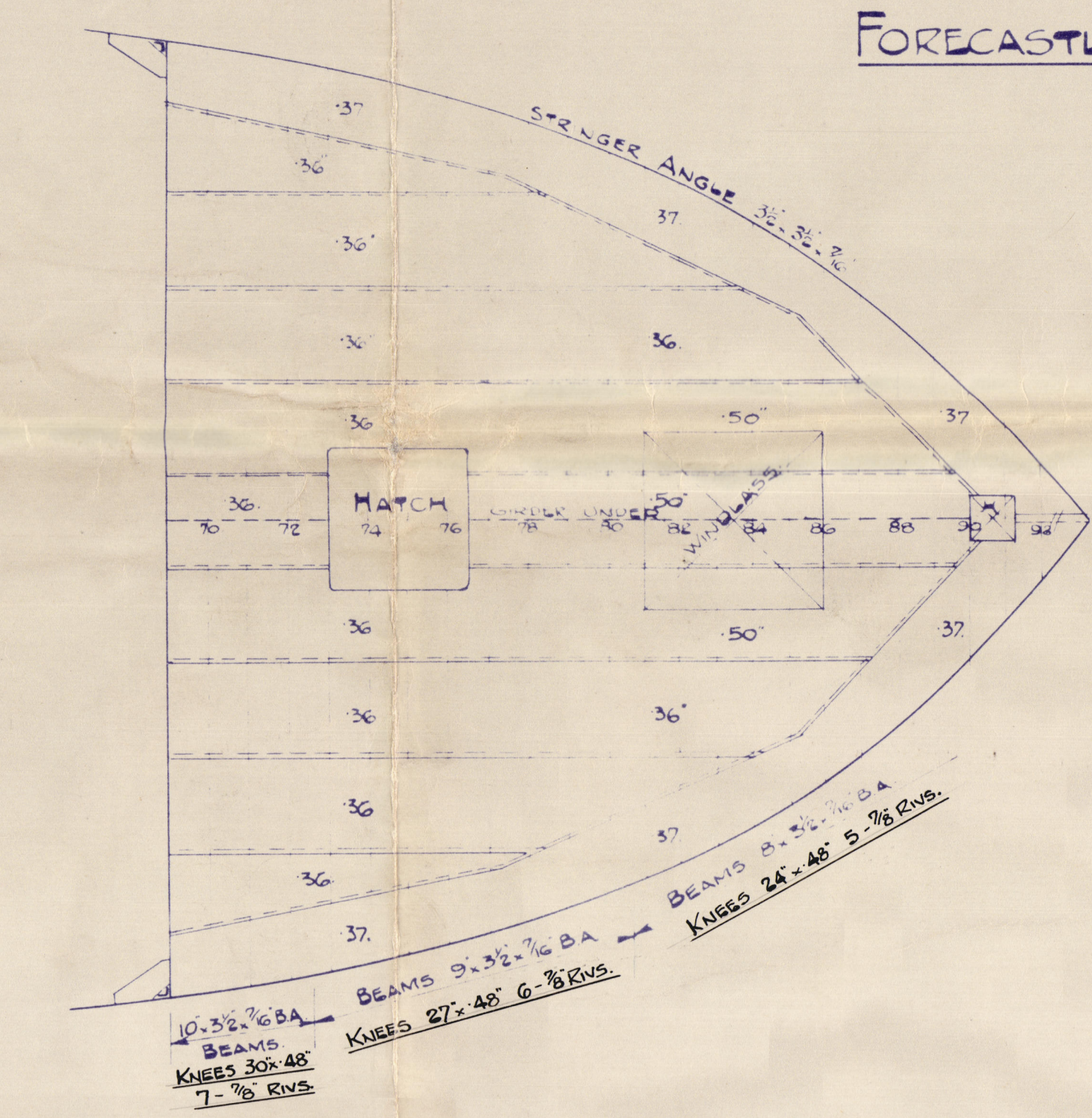
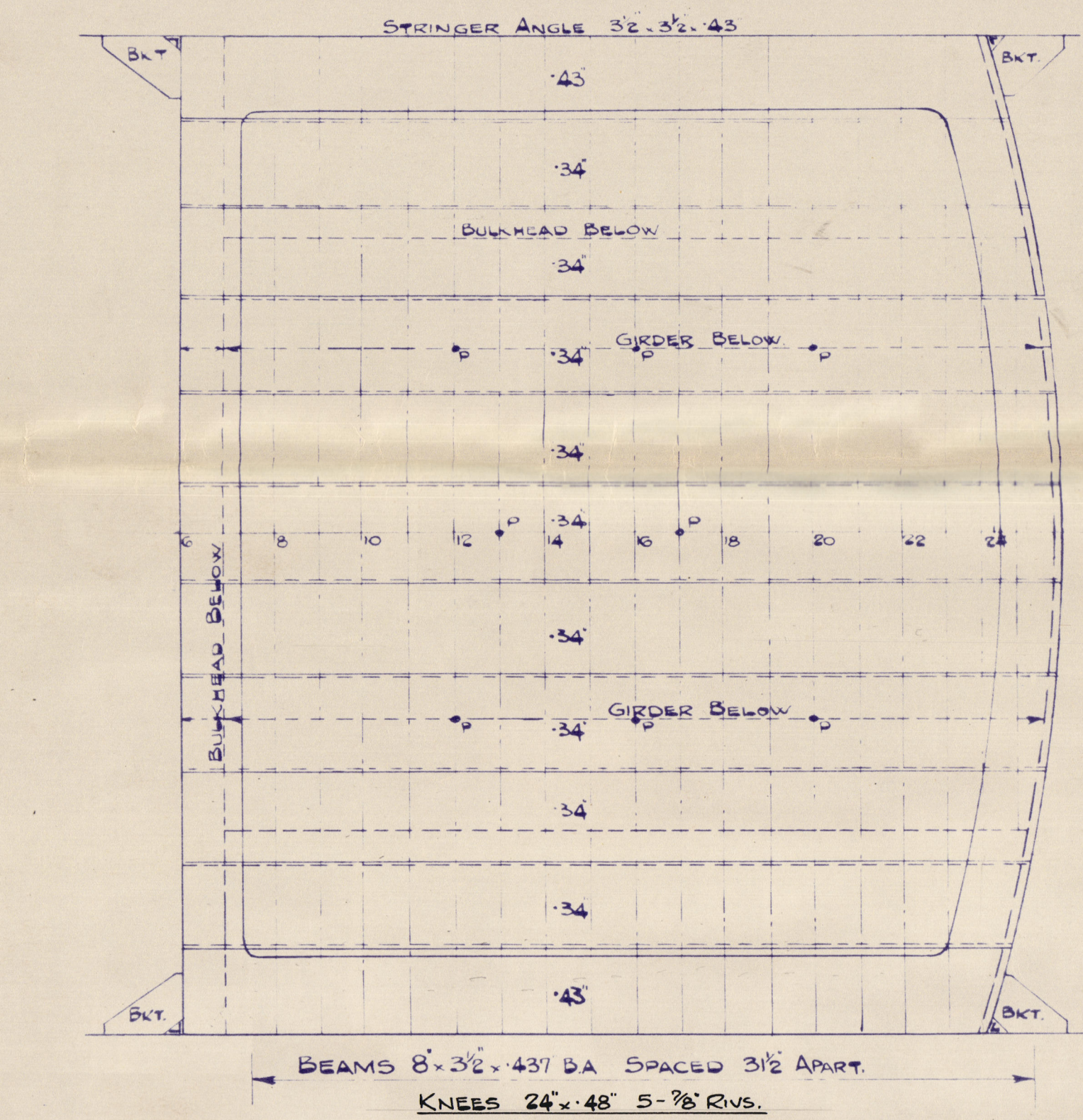
DIMENSIONS 460'-0" B.P. x 59'-0" MLD. x 34'-0" MLD.

SCALE 1/8" = 1 FOOT.

TO CLASS LLOYDS 100A.1 "CARRYING PETROLEUM IN BULK"

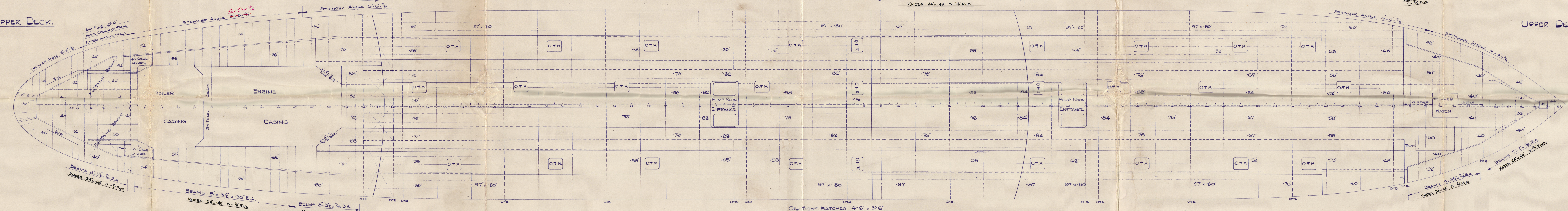
BRIDGE DECK.

FORECASTLE DECK.



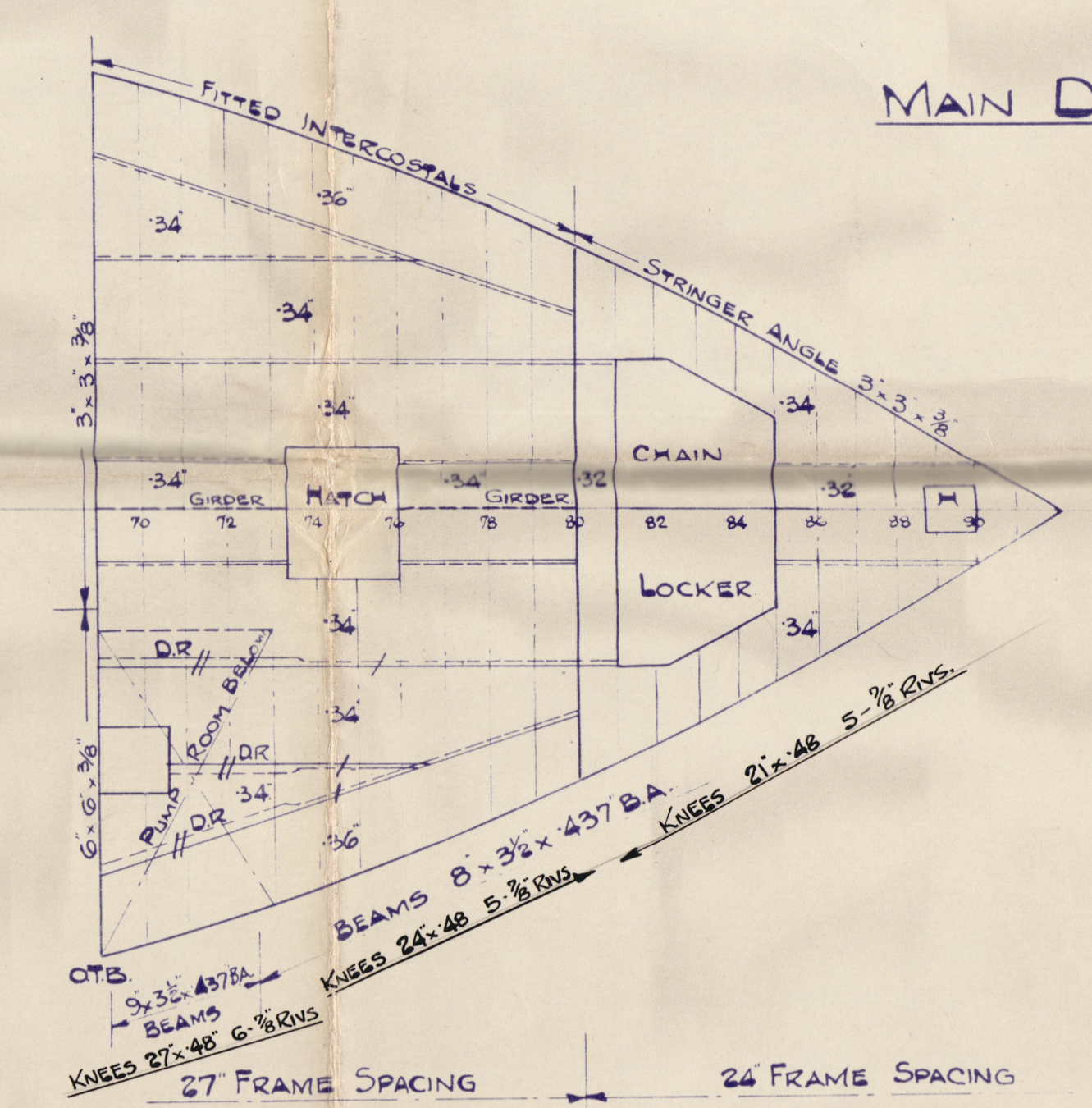
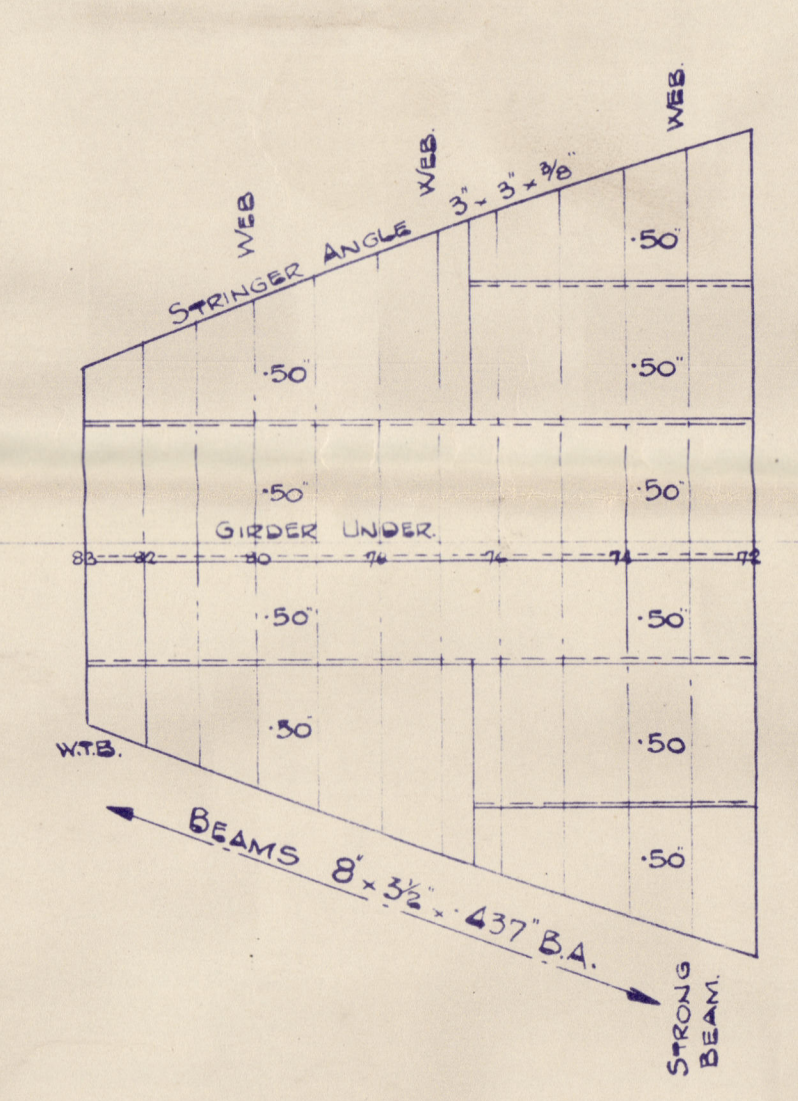
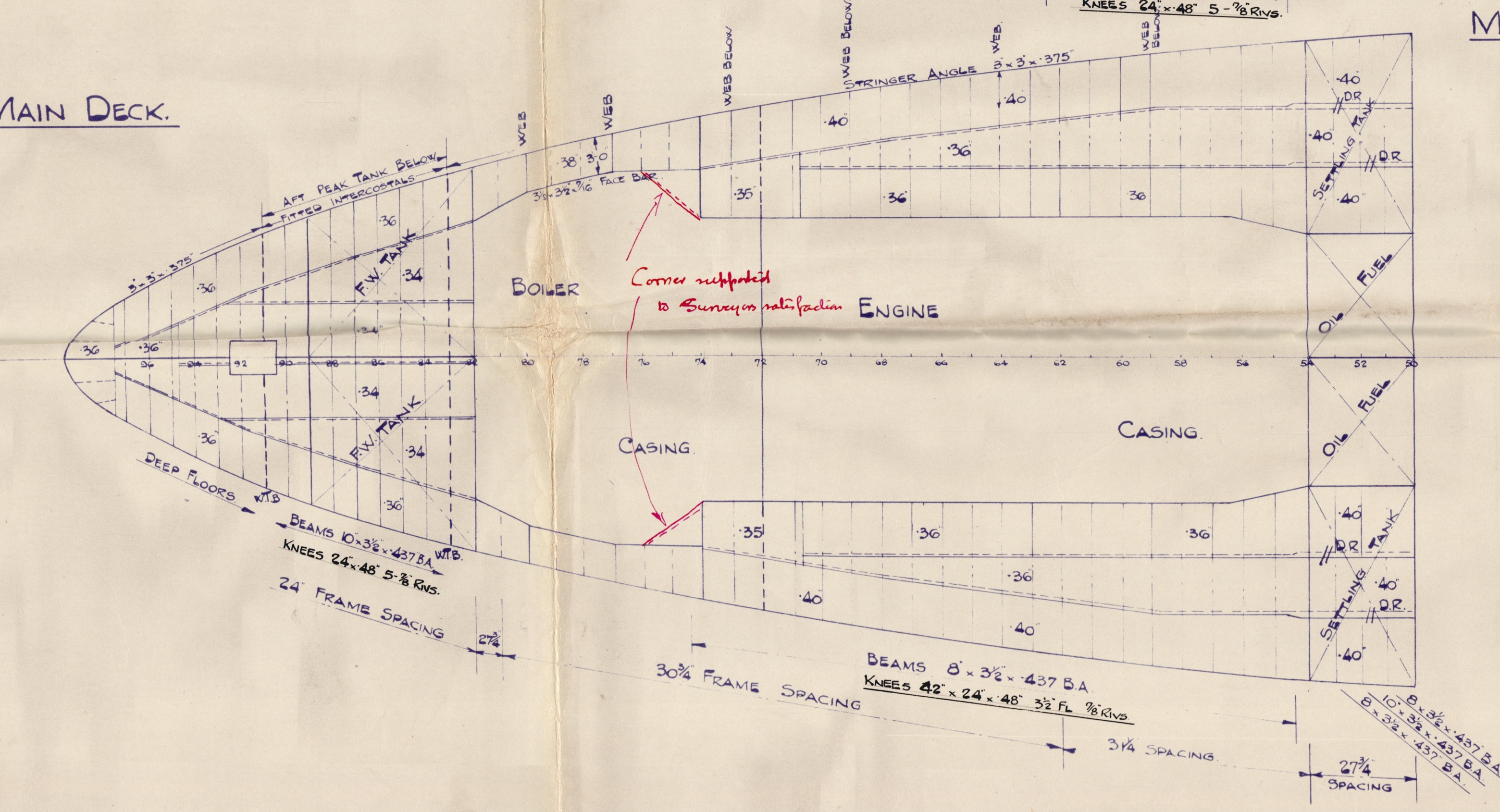
UPPER DECK.

UPPER DECK.



MAIN DECK.

MAIN DECK.



Nos 1078-9-80-1 & 1083G.

MIDSHIP SECTION.

DIMENSIONS:- 460'-0" B.P. x 59'-0" BREADTH MLQ x 34'-0" DEPTH MLQ.

SCALE:- 1/2" = ONE FOOT.

TO CLASS LLOYDS 100A.1.

CARRYING PETROLEUM IN BULK

LONGITUDINAL FRAMING AT BOTTOM & AT DECK.

ALL BULB ANGLES ARE TO NEW BRITISH STANDARD.

SCANTLINGS SHOWN APPLY AMIDSHIPS AND ARE

TO BE INCREASED FOR SHEER AS REQUIRED.

SCANTLINGS, INCLUDING SHELL, CLEAR OF CARGO.

OIL TANKS TO BE SPECIALLY CONSIDERED.

LLOYDS NUMERALS.

L x D 460'-0" x 34'-0" = 15640.

L x (B x D) 460'-0" (59'-0" x 34'-0") = 42780.

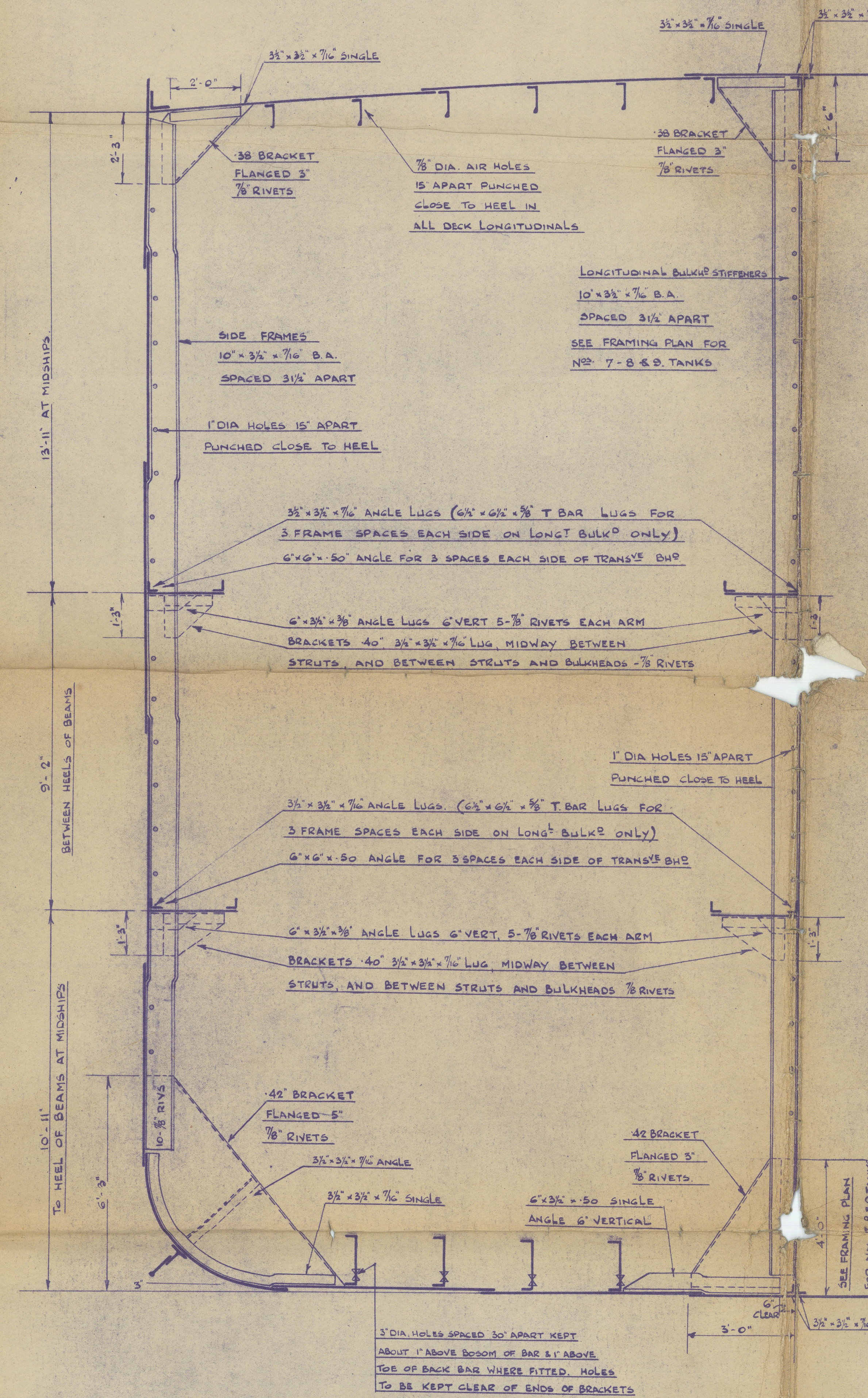
L/D 460/34 = 13.52.

ALL ATTACHMENT ANGLES TO BULKHEADS TO BE HYDRAULICALLY RIVETED ON THE GROUND PRIOR TO ERECTION. NO PLATE BEAMS OR BUTTS TO BE ARRANGED IN WAY OF THE CONNECTIONS OF THE TRANSVERSES & STRINGERS TO BULKHEADS.

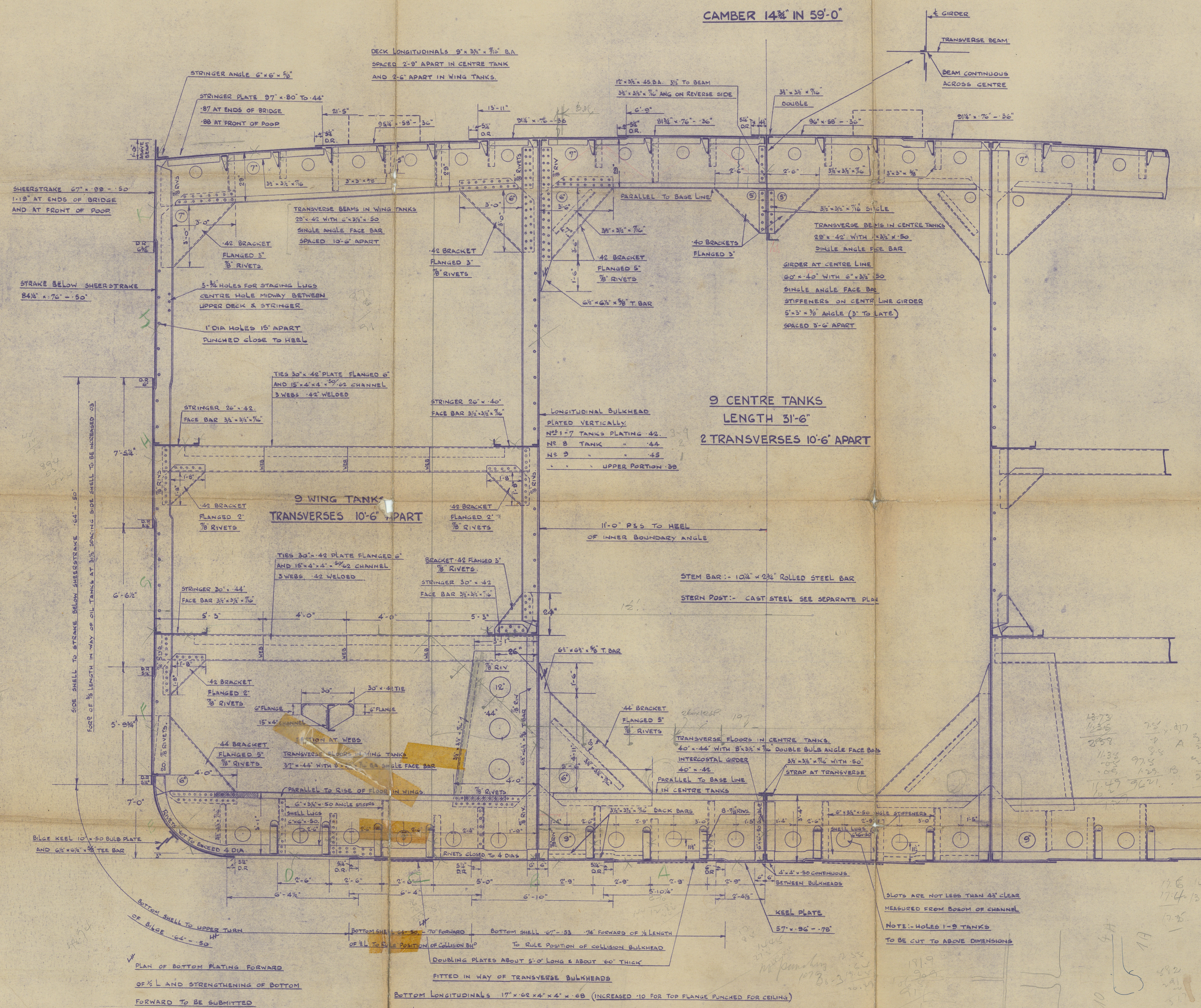
IN CONNECTIONS MARKED THIS 'X' RIVET HOLES IN BOTH BARS & BULKHEAD TO BE PUNCHED 1/4" SMALL AND CAREFULLY REAMERED OUT AFTER ASSEMBLY. CONNECTIONS TO BE THEN DISMANTLED AND SURFACES CLEANED AND ALL BURRS REMOVED. ON DE-ASSEMBLY BOLT TO BE FITTED IN EVERY 3RD HOLE, ALSO IN BOTH HOLES AT BOTH ENDS OF BARS AND ALL THOROUGHLY HARDENED UP. END OF BARS ON FACE SIDE OF BULKHEADS TO BE WELDED PRIOR TO RIVETING (SEE SKETCH).

DETAIL OF CENTRE GIRDER TRIPPING BRACKETS.

BRACKETS MIDWAY BETWEEN TRANSVERSES & BETWEEN TRANSVERSES AND BULKHEADS. 6" x 3/4" x 50" VERTICAL ANGLE STIFFENERS. FITTED TO INTERGOSTAL & GIRDER BETWEEN BRACKETS & TRANSVERSES & BULKHEAD.



SECTION THROUGH WING TANKS
AT INTERMEDIATE FRAME



SECTION AT TRANSVERSES LOOKING AFT

RIVETING.

BOTTOM SHELL BUTTS :- QUADRUPLE OVERLAPS TO TREBLE AT ENDS.
SIDE SHELL BUTTS :- DOUBLE RIVETED FORE AND AFT.
SHELL LANDINGS :- DOUBLE RIVETED FORE AND AFT.
KEEL PLATE BUTTS :- QUADRUPLE OVERLAPS TO QUADRUPLE AT ENDS.
SHEERSTRAKE BUTTS :- QUADRUPLE OVERLAPS FOR 1/2 LENGTH TO TREBLE.

STRAKE BELOW SHEERSTRAKE :- QUADRUPLE OVERLAPS FOR 1/2 LENGTH TO TREBLE.
BUTTS :- AT ENDS WHERE NOT EXCEEDING 108\"/>

THICK PLATES AT BREAKS :- DOUBLE STRAPPED, TREBLE RIVETED.
UPPER DECK STIFFENERS :- QUADRUPLE OVERLAPS FOR 1/2 LENGTH TO TREBLE.

AT ENDS WHERE NOT EXCEEDING 108\"/>

THICK UPPER DECK STRINGER PLATES AT BREAKS :- QUADRUPLE OVERLAPS.
UPPER DECK BUTTS :- QUADRUPLE OVERLAPS FOR 1/2 LENGTH WHERE ABOVE 108\"/>

LANDINGS :- DOUBLE RIVETED IN WAY OF OIL, SINGLE RIVETED ELSEWHERE.
OILTIGHT BULKHEAD BUTTS AND LANDINGS :- DOUBLE RIVETED.

RIVET SPACING.

RIVETS IN BOTTOM LONGITUDINALS TO SHELL :- 3/4\"/>

SIDE OF TRANSVERSES AND BULKHEADS 4/8\"/>

RIVETS IN DECK LONGITUDINALS :- 6\"/>

SIDE FRAMES TO SHELL IN WAY OF OIL :- 5/8\"/>

FRAMES TO SHELL CLEAR OF OIL AND PEAKS :- 7/8\"/>

FRAMES TO FLOORS & REVERSE FRAMES, CLEAR OF OIL :- 7/8\"/>

FACE BARS TO FLOORS IN WAY OF OIL :- 6\"/>

OILTIGHT BULKHEAD STIFFENERS :- 5/8\"/>

SIDE STRINGER ANGLES TO SHELL :- NOT MORE THAN 4/8\"/>

ATTACHMENT TO O.T. BULKHEADS :- NOT MORE THAN 4/8\"/>

FRAMES AND FLOORS IN AFTER PEAK :- 5\"/>

FRAMES TO FLOORS & FRAMES TO SHELL ON BOTTOM FORWARD OF 1/2 L FOR 1/2\"/>

SHELL BEAMS IN WAY OF OIL :- 4\"/>

UPPER DECK BEAMS & BUTTS IN WAY OF OIL :- 4\"/>

3/8\"/>

BUTTS OF KEEL, SHEERSTRAKE, QUADRUPLE BUTTS :- 4/8\"/>

STRAKE BELOW SHEERSTRAKE, QUADRUPLE BUTTS :- 4\"/>

UPPER DECK STRINGER, TREBLE BUTTS :- 3/8\"/>

OILTIGHT BULKHEAD FRAMES & SURROUND ANGLES :- 5\"/>

TRANSVERSE BEAMS TO DECK IN WAY OF OIL :- 5\"/>

TRANSVERSE FLOORS TO SHELL IN WAY OF LONGITUDINAL DRAWING :- 5\"/>

BACK BARS FITTED 4\"/>

FACE BARS ON TRANSVERSE DECK BEAMS :- 6\"/>

BRACKET ATTACHMENT WHERE NOT SPECIALLY INDICATED TO BE NOT MORE THAN 50 LBS. APART.